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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY Czechoslovakia

DATE DISTR 14 December 1954

SUBJECT Vysocany Plant, Aero National Enterprise,
Prague-Vysocany

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1. The Aero aircraft plant was located on Fucikova ulice in Prague-Vysocany. To the east, the factory area bordered on "Na cerne strouze" street. On the north side of Fucikova ulice, opposite the Aero plant, was the CKD Stalingrad plant. The aircraft plant covered an area of about 300 x 250 meters. The plant had no railroad connection. The installation had an estimated work force of 4,000, including 50 percent women. Most of the workers were Czechs living in Prague or its vicinity. Posters indicated that the plant management was trying to recruit additional workers. Work was done in two shifts. A third shift had been used previously, but this shift was canceled because of a shortage of electric power. Source believed that efforts were being made by the plant management to increase the output of the installation.
2. MiG 15 fuselages were manufactured at the aircraft plant. The output, which was two rear sections of fuselages per shift, would add up to about 100 units per month. All the rear sections of fuselages were lettered in Cyrillic.
3. The following information was obtained on work at the Velke Slovensko assembly hall of the installation:
 - a. Fuel containers, the two sections of which were manufactured in the pressing department, came to Hall 1 where they were soldered together and fitted with various attachments. The finished fuel containers were sprayed with yellow paint at the paint shop.
 - b. Sheet metal cylinders for the interior of the fuselage were riveted together and then taken on the hall where the rear sections of fuselages were assembled.
 - c. Various small accessories and bracing rings which were delivered as unfinished pieces by the foundry and pressing department were further machined in the assembly hall.

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- 2 -

25X1

- d. The final assembly of the rear sections of fuselages was performed with the help of mobile jigs. The finished rear sections were shipped out on truck trailers pulled by tractors. It was believed that the entire fuselages were assembled at another plant, probably the Rudy Letov aircraft plant.

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